

Louisville Metro Government  
Public Hearing Comments & Responses  
Meeting Date: 10/12/2010

Designer: HDR Engineering, Inc.  
Project: Cooper Chapel Rd. Section III - Roadway Project  
Item No.: 5-404.01

Comment Number	Red/Blue/Neither	Why?	Comment	Response
1	Red	Blue is to close to our houses on Farmers Way. Red still affects us, but it is much farther from our houses.	Blue road take out Acres of woods Red Hardly none!	Thank you for your comments.
2	Red		Take Blue Rd. Leave the trees, animals	Thank you for your comments.
3	Red	Lots Better choices than Blue Line	I feel it would be a crime and a major mistake to take anyone's home on Farmer's Way for the Cooper Chapel Rd Project when there are open field's just yards away. It is hard to see why and heart breaking to take - when it would be so much easier to go thru open spaces!! Going thru someone's house would be worse than no road at all. Thank You	The Project Development Team (PDT) has attempted to minimize impacts to private property as much as possible under both alignments while meeting roadway design criteria established by the American Association of State Highway and Transportation Officials (AASHTO) and the Kentucky Transportation Cabinet (KYTC).
4	Red			Thank you for your comments.
5	Red	Layout of the road, saving a few more homes than the other route.	Use of trees/shrubs fencing needed to hold down sound of vehicles. However, with the speed of only 35 mph this will be an excellend step to make money for the county by catching speeder and illegal dumping, we have this on Cooper Chapel Rd. all the time. <b>Let's not lose the county to highways.</b> Keep the areas full of trees and landscaping.	Both the Red and Blue alignments will require the relocation of 4 residences as noted in page 30, paragraph J, of the Federal Highway Administration (FHWA) approved Environmental Assessment (EA). This corridor has been designated to be included in the Louisville Loop Project. The Louisville Loop is a paved trail totaling more than 100 miles of pathway that connects Louisville's surrounding parks and neighborhoods. The Louisville Loop has design criteria that is intended to celebrate the natural and cultural history of Louisville. More information on the Louisville Loop can be found at the following link: <a href="http://www.louisvilleky.gov/metroparks/cityofparks/metro_loop_trail.htm">http://www.louisvilleky.gov/metroparks/cityofparks/metro_loop_trail.htm</a> At this time no berms, or special landscaping is planned. However, the project team will review potential in the final design phase.
6	Red	Further from my house.		Thank you for your comments.
7	Red	Blue route comes closer - more noise & traffic Red seem to offer least adverse affects on neighbors.	I don't think either route is good. I see no reason why, if a road is needed, you can't realign & use Independence School Rd. We moved in this area 15 yrs. ago because of its rural charm. It's one of the last areas in Jeff. Co. to have a rural atoshpere & should be preserved. Traffic should be routed around & not thru. Another reason I oppose it is the environmental effect. This area is home to a wide range of wildlife & historic artifacts. The area should be preserved and not disturbed!	The use of Independence School Road would require significant modifications to the immediate and surrounding areas in order to connect to both Cooper Chapel Road and Bardstown Road. The proposed corridor was selected following the Corridor Planning Study (12/03/04), which identified the current alignment corridor as having, among other things, fewer residential and environmental impacts. Environmental analyses completed as part of National Environmental Policy Act (NEPA) documentation have concluded that the project is not anticipated to result in significant ecological impacts. As is true of all roadway construction projects, wildlife will be impacted, though the use of Best Management Practices during construction will minimize these impacts. The project area is within the known range of an Indiana bat maternity colony, subsequently, presence of the federally listed endangered species is assumed in the area and a complete effects analysis will be conducted to determine the impact the project will have on the species. Prior to construction, a Biological Assessment and effects analysis will be completed for two other federally listed endangered species for which marginal to poor habitat is present in the corridor (gray bat and running buffalo clover). This assessment will determine what, if any, impact the project will have on these species and how impacts can be minimized/mitigated. A cultural historic assessment was completed for the project, and the State Historic Preservation Office (SHPO) concurred with the assessment's determination that no sites listed on or eligible for listing on the National Register of Historic Places (NRHP) are present in the corridor, thus, the project will have no impact on cultural historic properties. A Phase I archaeological survey has not yet been conducted for the project, but will occur following the selection of a preferred alternative and prior to the completion of the Finding Of No Significant Impact (FONSI) and will include coordination with SHPO. A review of archaeological site files at the Office of State Archaeology in 2005 and 2009 revealed no known archaeological sites to be present within 500 feet of the proposed project alternatives.
8	Blue	The blue line is straighter, shorter, and affect fewer homes.	The blue line corridor has many advantages over the red line corridor. 1. the blue line corridor is shorter in distance to Bardstown Road. 2. the blue line corridor is straighter. 3. The blue line corridor affects fewer homes and people (landowners). 4. The blue line roadway would be more economical to construct.	While the Blue Alignment is both straighter and shorter in length, at this stage of Preliminary Engineering, a detailed construction cost estimate has not been performed. There are several items that have yet to be fully evaluated such as a geotechnical analysis, that can effect the construction cost. Your comment will be considered by the PDT.
9	Blue	Straight Shot!	All roads in area are old farm roads, none are up to minimum standard for the development that has taken place in the area. Thixton lane, Oak Grove, Independence School, Cedar Creek, Cooper Chapel, Beulah Church are all the same as when I moved on Inedependence School in <b>1976!!</b> 100 times more people and traffic. <b>No Improvements</b> This project will only make for more development!	Your preference will be considered. The intent of this corridor is to provide an alternative east-west route to connect to Bardstown Road in an attempt to alleviate traffic on the small surrounding roadways and provide for existing and planned subdivisions.

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10	Neither		Why do we need this road? All your doing is spending money that our government does not have. This will just increase noise and traffic in what little bit of rural area that is left in Jefferson County. You say we need a east west road. The Gene Snyder Hwy is a major east west road that is only a few miles north of Cooper Chapel Rd. If you want to help Bardstown Rd. traffic then just widen it to move more cars. It is nice in this area now. I wonder how many that is making this decision live out in this area?	This Project was reccomended in the 2001 Fern Creek Small Area Plan under Section 8.4.5. More information regarding the Fern Creek Small Area Plan can be found at the following Link: <a href="http://www.louisvilleky.gov/NR/rdonlyres/261FB7C8-BA0F-4C59-9F38-470F303515C4/0/FernCreekBook_sm.pdf">http://www.louisvilleky.gov/NR/rdonlyres/261FB7C8-BA0F-4C59-9F38-470F303515C4/0/FernCreekBook_sm.pdf</a> . This project was recommended because of the increased development of residential neighborhoods in the area. Please note that construction funding for this project is not available at this time.
11			Is there a 20 yr. plan out?	Yes, Kentuckiana Regional Planning and Development Agency (KIPDA) has created the Horizon 2030 Long Range Transportation Plan. More information regarding the Horizon 2030 plan can be found at the following link: <a href="http://www.kipda.org/Transportation/MPO/LRP.aspx">http://www.kipda.org/Transportation/MPO/LRP.aspx</a>
12			I know that we can not stop the road from going through. But I would like to keep my neighborhood and nice and as quite as possible. Please take in to consideration that most of our bed rooms are in the rear of our homes, and now we are going to have a road way right out side the window. When we get home from work, we now sit on our decks for the quite, and the open field you are putting a road. Please keep in mind we moved with the thought of safety now we have cars and trucks driving past our back yards were our children and pets will no longer be able to play with out the scare of them getting hit by a car. So again please consider this when planning, we just want to be able to keep our neighborhood as nice as possible and as safe as possible. sound barrier, landscaping is all that we can hope for then that is what we can hope for.	Thank you for your comments. Please see Comment # 5 for information on landscaping, and Comment #24 for information on the Noise Abatement Criteria; at this time sound barriers were not deemed neccessary.
13	Neither	My Comment Sheet is attached.		Thank you for your comments.
	<p>I do not favor a Cooper Chapel Road Connector Road as I have explained in my typed attachment sheet. My brother lives on Farmers Way and would be adversely affected - as would many others. My Brother is ... (farmland &amp; pond).</p> <p>I did not receive a new map - there were not enough.</p> <p>ATTACHMENT:</p> <p>I am opposed to connective roads that open more rural areas and farmland to development.We have seen what happened in the past, especially when Outer loop began as Snyder Freeway in 1956, 1957 surveys which were abandoned. I recall my father pulling up the markers and continuing to plow his fields. Many generations helped to build Fern Creek and many present and future generations are affectedby the ruthless overdevelopment of their homeland. The Snyder Freewsy was built too close to Fern Creek with much devastation to historic and rural character of Fern Creek--trees (like giant oaks, maples, hickories, walnuts, sycamores and many more; to streams, especially Cedar Creek, Fern Creek, tributaries, and to Floyds Fork. Our whole area was rezoned from Rural Agricultural to R-4 so development could easily be changed to more dense or commercial development near this "Freeway".</p> <p>I am concerned about Fern Creek and Cedar Creek areas and greatly concerned about Beulah Church Road. There have been no controls on development thru the years and we have met with deaf ears. A few developers and a couple of greedy attorneys (1 in particular) have destroyed Fern Creek's delightful ruralness and character and created this nightmare on Bardstown Road near the Snyder Freeway, knowing fully the health risks and the risk of death by particulates or accident and stress. Oh Yes, we residents were promised a community center where the Anderson Park Condos are now-because the land was never purchased, it was never built-but the area went from designations of Village to Town Center . . . . . to Regional to please developers. Terms originated to preserve character and were used for developers.We have already done a Fern Creek Study intended to preserve rural character.</p> <p>It is extremely ridiculous to speak of rural character preservation now, after such destruction for private \$\$\$\$\$\$\$\$ gain for certain individuals. Bridges downtown will increase all problems for residents and communities. At a Wal-mart meeting, David Will, Developer stated that he wants to retire in an area with no cars, only walking. What has he given us ??????????</p> <p>There two points that I want to bring to your attention:</p> <p>We badly need sound barriers along Snyder Freeway like the ones at Hurstbourne Lane near So. Watterson Trail and the Watterson Expressway near Brownsboro Road. We must have good sound barriers.</p> <p>The Calvary Natural Gas Line crosses my property and proceeds under Snyder Freeway. Very dangerous !!! We've had truck rollovers carrying dangerous chemicals at Beulah Church Road Freeway exit area. There are about five memorial markers of deaths between Beulah Church Road And Bardstown Road exits along Snyder Freeway. As soon as the Freeway opened in the late 1980's the crime, police chases, and freeway deaths from accidents began. Bridges downtown will only increase these dangerous risks to the Fern Creek, Highview areas, as trucks carrying risky loads will increase many times over. This gas line was put in around approximately 1945 and was not redone until around approximately 1990.</p>			
14	Red		you can see north & south best from red road at Cedar creek rd.and less impact to woodrige crossing.	Thank you for your comments.
15			I am opposed to this project. This will cut right through the more rural communities between Bardstown Road and Cooper Chapel. This isn't going to alleviate traffic from Bardstown Road. The money would be better spent widening Bardstown Road where there are far fewer homes who would have to be paid easement fees. This will only create a mini highway right through this rural area and create more noise. The intersection Beulah Church and Cooper Chapel is not barely a mile away from the Gene Snyder freeway. If people want to bypass Gene Snyder and Bardstown Road congestion they can still drive through now on the more rural roads. This seems like a huge waste of valuable and hard to come by money for a bike path and mini highway where people will be tempted to drive over the speed limit due to the straight thoroughfare. The noise and the traffic from the freeway is more than enough for this area now. I am asking you not to place more noise and more cars through our already busy narrow roads. i.e. Beulah Church and Cooper Chapel. Also I respectfully request that your committee send emails and mailers regarding every decision made on this proposal to keep the community informed and able to voice their opinion. Thank you .	As stated in the purpose and need of this project "... to increase capacity, mobility, and safety... because the existing infrastructure does not adequately accommodate current and predicted traffic volumes." This can be found in the EA document on the project website. Louisville Metro will update the Project's Web Page accordingly. The project webpage can be found at the following Link: <a href="http://www.louisvilleky.gov/PublicWorks/Engineering/Cooper_Chapel_III.htm">http://www.louisvilleky.gov/PublicWorks/Engineering/Cooper_Chapel_III.htm</a> See Comment # 24 for information on noise.

Comment Number	Red/Blue/Neither	Why?	Comment	Response
16	Red		<p>Dear Mrs. Wright,</p> <p>This is a formal, written statement that we request be part of the official record for the Public Hearing on the above stated state project. This letter represents the initial, and ever-growing, concerns that we, individually and collectively, have about the proposed project and the location of where this road is finally approved:</p> <p>We believe wholeheartedly that our property rights are our human rights. Within these rights, we strongly oppose anything that would infringe upon our rights to use and enjoy our properties as we originally intended when we purchased our land and moved here. The rural, mini-farm, agricultural setting is what we all sought and found when we purchased our properties. Our goal is to maintain and preserve the rural characteristics of our properties and this area, and having a three-lane road either in front, behind, to the side, or down the middle of our homes will strip us of the property rights that we deserve as much as any American citizen.</p> <p>We realize there are two proposed roads for the Cooper Chapel Extension. The blue road, which directly affects our collective properties, and a red line road that still affects some of our properties, but with considerable less degradation of our collective property rights. Therefore, we would like to formally request that the Kentucky Transportation Department and the Louisville Metro Government give us a comparative analysis of the two roads that would specifically address the following items;</p> <p>1) We would like to know the number of tracts of land that each the blue and red roads will ultimately affect. This would include both the properties where the road will come through, and the adjacent properties that will still have the road adjacent to their property lines.</p> <p>2) The number of homes built on these tracts of land and their proximity (distances) to the road. Again, this would include the homes on the tracts that are being potentially purchased and the adjacent properties, where their homes will have any proximity to the new road.</p> <p>We feel this is a very important analysis, as the proposed blue line road seems to have many more homes that are either completely consumed by the new road, so close to the new road that the home is within a few feet of the road, or close enough that a home's quiet enjoyment is grossly hindered. In contrast, the red line rod that runs behind the Hofelich and Thomas properties will still require a portion of their property to be given up, but their homes are not compromised to the extent the blue line would cause.</p> <p>Attached to this letter is one of the original Corridor Reservations Studies of the Cooper Chapel Extension. Please note that it is dated 08/31/2004, and it appears the location of the two roads have not changed from the current renderings we have received. As drawn in on the map, we represent just one small area of the blue road and have indicated our collective properties on the study. As you can see, in this small area of the blue road, there are nine tracts of land and eight homes that are adversely affected by the blue road.</p> <p>Also, attached to this letter is a copy of the Thomas minor plat and the Guelta minor plat. On the two plats, the Guelta, Dudding, Hofelich, Faulkner, and the four Thomas houses are all drawn in for the sake of illustrating how the blue line road will affect not only our land, but our homes. This is just in one small portion of the road.</p> <p>In addition to our concerns of proximity of the road to our homes, we are also concerned with how the road affects our area as a community. We believe that as being residents of this area, we are also 'stewards of our neighborhood'; therefore, we have a fiduciary to protect what has been here for centuries. Below are questions we have that are specific to the general area being affected by the Cooper Chapel Corridor:</p> <p>1. How does the state plan to protect the area's creeks and streams from new pollutants from the road?</p> <p>2. How many existing woodland and mature tree canopy areas will be destroyed in order to build the road?</p> <p>3. How does the state plan to protect the wildlife that is abundant and thriving in the area?</p> <p>4. Has the state identified any endangered plant or animal species I this area?</p> <p>5. How does the state plan on protecting the area's unique &amp; rural characteristics from future development? Are there density &amp; design plans in place?</p> <p>6. Do you envision this area will get 'suburbanized' by bringing in this corridor?</p> <p>7. Will there be established land use recommendations and growth policies for the entire area?</p> <p>8. Will there be any chance that commercial zoning will be allowed?</p> <p>11. What will be the new set-back requirements along the road?</p> <p>12. Does the state intend to implement landscape buffers along the road?</p> <p>13. What will be the speed limit of the new Corridor?</p> <p>14. Are there any parks planned along the Corridor?</p> <p>15. What will happen to the Fairmount one-land bridge?</p> <p>As evidenced in this letter, we, individually and collectively, are very concerned with all of the adverse effects this corridor will create. While losing our property rights and the proximity of the road to our homes is an utmost concern, we certainly have many environmental concerns that warrant specific feedback.</p> <p>We certainly appreciate your time in hearing and addressing our concerns. Please feel free to address us individually with your response to our formal letter, as we will be looking forward to hearing back from you.</p>	<p>The current project is a Louisville Metro project with KYTC oversight. The numbers correspond to the list in the letter:</p> <p>1) Blue Alignment - 43 Red Alignment 48</p> <p>2) <b>Blue Alignment:</b> Approximately 4 Houses taken Approximately 5 Houses within 100' of the road. Approximately 49 houses between 100' &amp; 300' of the road.</p> <p><b>Red Alignment:</b> Approximately 4 properties taken Approximately 6 Houses within 100' of the road. Approximately 41 houses between 100' &amp; 300' of the road.</p> <p>1. New pollutants entering the stream is a project impact; all roadway construction projects include short and long-term impacts to water quality. These impacts will be minimized during the construction process by strict adherence to the Best Management Practices (BMP) required by the Kentucky Transportation Cabinet's (KYTC) Standard Specifications for Road and Bridge Construction (2008) as well BMPs for erosion and sedimentation developed by the FHWA (1995). An Erosion Control Plan will be developed and approved by the KYTC Division of Environmental Analysis prior to construction and Notice of Intent for coverage under a Kentucky Pollutant Discharge Elimination System (KPDES) general permit will be filed with the Kentucky Division of Water. The KPDES permit will also require adherence to BMPs designed to minimize pollution and protect groundwater.</p> <p>2. The Red Alternative will convert 11.0 acres of forestland to roadway right-of-way; the Blue Alternative will convert 17.5 acres.</p> <p>3 &amp; 4. As with all roadway construction projects, wildlife will be affected. Coordination has been conducted with the US Fish and Wildlife Service (USFWS), Kentucky Department of Fish and Wildlife Resources, and the Kentucky State Nature Preserves Commission regarding threatened and endangered species and a field survey was conducted as part of the Environmental Assessment to assess impacts to threatened and endangered species. The project area contains moderate to poor habitat for three federally listed threatened and endangered species (Indiana bat, gray bat, and running buffalo clover) and one state listed species (lark sparrow). A Biological Assessment will be conducted for gray bat and running buffalo clover to determine if the species are present in the corridor and if so, what, if any, impact the project will have on these species. The project is within the range of a known Indiana bat maternity colony, thus the species' presence is assumed in the area. An effects analysis will be completed for Indiana bat prior to construction to determine if tree clearing will have an adverse affect on the species. Adherence to BMPs will minimize impacts to wildlife and their habitats.</p> <p>5. All proposed future developments must adhere to Metro's Land Development Code and be approved by Metro's Planning Commission.</p> <p>6. There are several planned residential developments in the area of the corridor. Please see the map titled "Maps - Developments Since 2003" under the August 18, 2009 meeting on the City's project website.</p> <p>7. All proposed future developments must adhere to Metro's Land Development Code and be approved by Metro's Planning Commission.</p> <p>8. All proposed future developments must adhere to Metro's Land Development Code and be approved by Metro's Planning Commission.</p> <p>9. Yes, however in some cases, curb &amp; gutter may be used to minimize impacts to private property.</p> <p>10. This will be determined in the Phase 2 or final design phase of the project, currently there are access points spaced approximately 1200' apart with major access points being located at the intersection of the proposed road with Cedar Creek Rd. and Old Bardstown Rd.</p> <p>11. This will be determined by Metro's Planning Commission</p> <p>12. See Comment # 5 for information on landscaping.</p> <p>13. 35 MPH</p> <p>14. No, however the proposed shared use path is in part of Louisville Loop Project. More information on the Louisville Loop can be found at the following link: <a href="http://www.louisvilleky.gov/metroparks/cityofparks/metro_loop_trail.htm">http://www.louisvilleky.gov/metroparks/cityofparks/metro_loop_trail.htm</a></p> <p>15. At this time the bridge will remain open. It will definitely be considered in all decisions.</p>
17			<p>All roads in area are old farm roads, none are up to minimum standard for the development that has taken place in the area.</p> <p>Are utilities like water sewer gas - going to be extended with this road.</p> <p>Is there going to be any shielding of homes along route? Walls - planting - berms - (like Glenmary?)</p> <p>What type of intersection at Old Bardstown &amp; Cooper Chapel Rd? Don't dead end Old Bardstown Rd.</p> <p>This road might help stop some of the wrecks at Kroger - WalMart intersections and let people have other choices for their drive home. No more stores until the roads east &amp; west get built to help traffic. Drive out at 4:30-5:00 PM what a mess.</p>	<p>1. Utility agencies will make the determination whether to extend services along this corridor. It is not known at this time and may be determined in Phase 2 (final design).</p> <p>2. At this time no berms are planned however, landscaping will adhere to KYTC and Louisville Metro guidelines.</p> <p>3. The intersection at Old Bardstown Rd &amp; the proposed road is currently planned to have a 4-way intersection.</p>
18	Red		<p>On the 12 October meeting, we thought that the map indicated that if the "blue" route was chosen, our home would be very close to the actual highway. We had the opportunity last night to look at the Environmental Assessment that was compiled in July 2010. there were two homes directly in the path of the new highway, our being one of them. We would very much appreciate clarification.</p>	<p>During this Phase the PDT is presuming that your property will be taken with the blue alternative, however a final decision will be made during Phase 2. All Right-of-Way acquisition will be performed in accordance to KYTC guidance.</p>

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19	Blue		<p>Upon looking over online documents, maps, and hearing comments at public information meeting, my preferred alignment would be the BLUE route.</p> <p>Blue alignment involves fewer property owners, is more direct, and splits fewer parcels of land.</p> <p>According to documents, the existing unsafe one lane bridge on Fairmount Road is to be abandoned and not replaced. Hopefully, the existing structure will be removed and remains of old bridge disposed of properly. (not left standing to litter the area)</p> <p>Additionally, it would be helpful for those homes on Fairmount Road, between the closed bridge and Cedar Creek Road to have direct access from the new road project. For the last 15 years or so, due to the inability to use the old bridge, fire apparatus must access these homes using a more circuitous route, thereby causing travel distances from their homes to nearest fire station to be further than before, possibly causing homeowners to pay higher insurance rates. Connection from new road to Fairmount at the 90 degree turn before the bridge could easily be accommodated with the BLUE routing and alleviate this problem. This also affects other services such as garbage, school buses, etc. Personally, I can't believe the County has allowed this bridge to remain open. It's a lawsuit waiting to happen!!</p> <p>Those property owners whose properties will be bisected by the new road should have access to their properties from the new road, thereby assuring that no property is landlocked.</p> <p>As with most projects, a build date of 2020 is way too far off. It was needed years ago. We're always a "day late and a dollar short".</p>	Thank you for your comments. Please see Comment # 16 in regards to the Fairmount Ln. bridge.
20	Neither		<p>I don't prefer any of the alignments that are identified on the display board. My husband and I own property which will be enclosed by two roads when you guys get finished. We moved out of the city about 14 years ago to a nice country - like setting. There were even deer on our property. It was alsome. Everything was quiet, no-one was breaking into our cars or homes untl the new sub-divisions went up. I don't think there will be any country-land left, unless we move to Indiana.</p> <p>We own two horses, a goat and a dog. When this road is put through I think it will be very dangerous for our animals and a very noisy which will scare them also. It will seem like we were back on First Street. I guess we will have to move, and we probably won't get what the house and property is worth since the road is being put in. I think this is very, very unfair to all of the neighbors who will be suffering from this new project.</p> <p>I drive to work, down-town every day, and I never have a problem, and i don't think anyone really has a big problem with this.</p>	Thank you for your comments.
21	Blue		<p>I don't like either red or the blue but if I had to choose it would be the blue. The red will go right through the back of my property where we have a huge deck and swimming pool along with a pond. We have two children, one who is Autistic and this is his safe place. He uses this property as his outlet to pace around and I feel very comfortable and safe allowing him to do this. The Red alignment would take that away from him and our family as we live out of the back of our home. If the road should go in the back we would be just as well to live in a sub division but then who is going to buy a house with a road going thru the back of thier property. So therefore what we have worked hard for to provide for our family will be taken away. not that it really matters what we think ,they will do what they need to . Our family is combined with three other properties in this alignment .We are all brothers and parents that have these properties that connnect. This will affect our entire family - That is a shame . Thank you</p>	Thank you for your comments.
22	Red	Less disruption to as many homes and lives.		<p>The Blue Alignment will affect 43 properties and the Red alignment will affect 48 properties.</p> <p>1. The minimum proposed roadway right-of-way width is currently 100'; permanent easement may be required outside of the 100'. The distance from the proposed face of curb to face of curb is 52'.</p> <p>2. The provided illustrations represents a corridor with partially controlled access. The "curb cuts" shown are not final and are intended to be spaced a minimal distance (1200') apart for future development &amp; interconnectivity access.</p> <p>3. Currently the proposed typical section shows a raised hard surface median. This was to mitigate some of the maintenace concerns associated with a grass median. If a maintenance agreement can be established with either a developer, agency, or property owner(s), then the project may include a grass or landscaped median in these locations.</p> <p>4. The current typical sections proposes curb &amp; gutter along the roadway. By having such, a storm drainage system will be required. A possibility, but not required, is to install oil water separators prior to outlets at creeks and streams.</p>
			<p>It looks to us that the blue line will take more houses and disrupt more families than the red line road.</p> <p>I understand from comments from the engineers that this 'cut through' has been in the planning for more that 10 years, why then were we no told this when we bought the property and built our homes and lives?</p> <p>It is unfair to us in the blue line for the road to come within a few feet of our houses, after all this is why we all worked so hard to live in this area. Think of yourself at age 50, 60 and 70 years old and your government taking your land and or house, because of this we plan to user every resource available to prevent you from taking our land.</p> <p>We are especially upset that the plans seem to change to be more intrusive, how many more of these changes are going to occur after the decision is made?</p> <p>Example:</p> <ol style="list-style-type: none"><li>1. Now the road has widened from 100 to 140 feet.</li><li>2. Curb cuts that point to private land not roads.</li><li>3. The medium was supposed to be 'green' has been changed to hard surfaces.</li><li>4. Drainage coming from the road will go to the 20 foot easement, instead of putting in storm drains, as should be. The surrounding properties will flood, garbage, oil and gasoline from the road will penetrate our properties and Cedar Creek.</li></ol> <p>With these facts it is beyond imagination the noise, garbage and pollution so close to our homes. What it will do to the abundant wildlife in the area.</p> <p>One more thought. If it is the traffic from south of Glen Mary that is causing this problem, why not go farther south with the road, and meet up with Mt. Washington Road at Cedar Creek Road, more open country and less lives to be disrupted?</p>	

Comment Number	Red/Blue/Neither	Why?	Comment	Response
23	Red	Please See Below		Thank you for your comments.
			<p>We'd like to first thank you for asking for input from the residents that will be directly impacted by the Cooper Chapel Road project. We believe that the intention of the project attempts to address the greater good of the community. Unfortunately, we will be negatively impacted by the project, along with the other residents in the project area. Despite this we'd like to think that that we can be objective regarding the issues. We truly hope that our concerns will be heard and addressed.</p> <p>We found our dream lot on ... 22 years ago. It's a breathtaking lot in the semi-rural area of Fern Creek, bordered by similarly sized lots, a pasture, and woods. We've lived our lives here since. We built our home and raised our three children here. We have continually worked to develop the property. We built a pond. It was actually a requirement on the contract to purchase the land that the soil was suitable for pond building. We've developed native woodland and a wildflower meadow. We've spent a huge amount of time and quite a bit of money in these efforts over the years. Bottom line is we have a beautiful lot and love it here.</p> <p>The red road would take our meadow. The blue road would take our backyard serenity. Neither is a good choice for us. Trying to be objective, we believe the red road would be the overall best choice for the project. The red road looks to take more advantage of open areas of exiting lots while leaving large undeveloped property alone. This would leave the large undeveloped property in its natural state or perhaps allow for some nicer development opportunities for the area.</p> <p>We believe that having a road come through here, whether the red or blue option will total take away from the reason why we bought our six acres. For that reason we only have one request. Please include barriers to protect us from the project. The project will charge the landscape, the view. Also, we will have road noise with the project. It is very common now to go out in our backyard and hear basically nothing. We'll hear the birds, the crickets, and tree frogs. When we are out there it truly seems the like these are most soothing sounds in the world. Yes, you can sometimes here some distant traffic noise. But that will be nothing compared to the noise that we'll hear from a road so close to our house. We are also concerned about people having relatively easy access to walk onto our property from the roadway. We therefore request that barriers for site, noise, and physical access be included in the project. For example, a berm with a thick stand of junipers could be used. Perhaps even fencing could be added. Some sort of study could be included in the project so that the most appropriate and effective barriers can be selected. We would also like to participate in the discussion regarding selection of the barriers.</p>	
24	Red			<p>A traffic noise assessment was conducted as part of the Environmental Assessment. Monitoring was conducted to determine existing noise levels, and that data input into computer models to predict what future noise levels would be in the area for each Build Alternative (as well as the No-Build Alternative). No direct noise impacts were predicted for either Build Alternative as a result of the project. All sites modeled were determined to be within the Noise Abatement Criteria (NAC) for residential properties (67 decibels (dBA)). In addition, neither Build Alternative will "substantially exceed" (defined as an increase of 10 dBA or greater) existing noise levels. As future noise levels are within the NAC for residential properties, and no substantial exceedences were predicted, noise abatement measures were not considered reasonable or feasible for the project.</p> <p>The Red Alternative will impact 1.11 acres of Cedar Creek's floodplain and the Blue Alternative will impact 1.15 acres. Floodplain impacts will require a US Army Corps of Engineers 404 Nationwide 14 Permit as well as Water Quality Certification from the Kentucky Division of Water. The new bridge will be designed so as not to raise/change the existing floodway.</p> <p>Please see Comment # 16 in regards to the Fairmount Ln. bridge.</p>
			<p>I would like you to add my husband ... and myself to the list of people who do not want to see the blue road alignment built. We have lived here for 20 years. We are very concerned about the noise the new road alignment would bring to our area. We have already been bombarded with noise from UPS planes and the Snyder Freeway. If we must have the blue alignment road we think we need berms with plantings in order to deflect the noise. We also know from experience that when you cover a sinkhole it will break out somewhere else. We are very concerned that we will develop more sinkholes than we already have and they are already numerous. We are concerned that with all the rock in this area there will be a lot of blasting to put in this road alignment. We want assurances that any problems this causes will be taken care of at no expense to us. Our other pressing concern is that we will get worse flooding in our creek. When it rains hard now we have enough water come through there to bring down logs, gravel and even a picnic table once. Some of our neighbors cannot even leave their houses because at times the creek cannot be crossed. We are afraid that a new road surface will make this flooding even worse. We would also like to know if this will change the flood plain. Our insurance agent tells us we are very close to the flood plain now.</p> <p>Please consider choosing the red road alignment. It is closer to the future parklands developing along Floyd's Fork. It also makes more sense because it is next to impossible to get out onto Bardstown Road in the morning because of all the traffic coming from Mt. Washington. It seems to us that a road further out would be of more help in stopping the traffic congestion along Bardstown Road. With all of the new development of shops, restaurants,etc. it seems that it would be good to spread out some of the roadways that lead out of the area to keep from having nightmare gridlock concentrated in a short distance.</p> <p>Thank you for your time.</p>	
25	Red	It makes the division of the farm more even & better for future development.		Thank you for your comments.
26	Red	Red gives us better options for continuing our 50 plus year heritage of raising cattle on our family farm. Red also gives us more potential for future land development opportunities.	<p>Our Major Concerns:</p> <p>Loss of year round water supply for cows (Current ponds &amp; springs)</p> <p>Loss of use of current structures (barns, sheds)</p> <p>Loss of use of land - less acreage than we currently have.</p> <p>After construction inability for cattle to get to remaining land across the new road.</p> <p>Increased from what we have today:</p> <ul style="list-style-type: none"><li>Noise Pollution</li><li>Air Pollution</li><li>Excessive Speed of Cars</li><li>Volume of traffic</li></ul> <p>Construction issues:</p> <ul style="list-style-type: none"><li>Dust</li><li>Dynamite Blasting</li><li>Trash, Etc</li></ul>	<p>Your concerns will be considered. All right-of-way acquisitions &amp; construction techniques will be performed in accordance to KYTC guidance. Any justifiable loss will be eligible for compensation accordingly.</p>

Comment Number	Red/Blue/Neither	Why?	Comment	Response
27	Red		<p>Dear Ms. Wright:</p> <p>This letter is in regards to the Cooper Chapel Road Project.</p> <p>We purchased our property 30 years ago and built our home in 1985. We purchased our property primarily because of the location. It was rural, serene, had beautiful trees, and there was an abundance of wildlife. We, along with our children and grandchildren, have enjoyed these attributes for many years and this is where we planned on spending our retirement years.</p> <p>If the “blue” corridor is chosen for the highway, our home and the home of our neighbors, ..., would be in the direct path of the highway. We are people in our 60’s and 70’s and the possibility of losing our homes and being forced to relocate so that a highway can be built is devastating.</p> <p>It was noted in the Environmental Assessment that some residents had the option of moving their homes. Moving homes to another location is indeed an option; however, in our particular situation it would not be. The interior of our home is in excellent condition; however, due to the interior configuration, our home would have to undergo extensive work once it was moved before it would be inhabitable again. This is not just speculation on our part, it is a fact. During this process, we could not live in our home because of health issues. The stress of such a major event, combined with the fact that we would be displaced for an undetermined amount of time, is not an acceptable option for us.</p> <p>We realize that regardless of the route that is ultimately chosen, the environment that we all enjoy will be negatively impacted. The “blue” corridor not only threatens homes and properties, it would be a serious threat to the environment. Not only would thousands more trees be destroyed by the “blue” route, many of the natural habitats of the wildlife would be eradicated. Among deer, red fox, and wild turkeys, in the immediate area, it was noted in the Environmental Assessment, that there is a presence of Indiana bats in the area. We were very much aware of their presence prior to reading the report and also were aware that they are endangered. These small creatures are very much a vital part of our environment and deserve to be protected.</p> <p>If the “blue” corridor is chosen for the highway, the close proximity of the highway to area homes would have a grievous impact on lives. Property would be divided, but that would almost be insignificant compared to the pollution and noise that would be generated 24 hours a day. We chose to build our home in this area to avoid being subjected to pollution and noise around our home. To those already dealing with health issues, added pollutants to our environment is most assuredly a concern.</p> <p>One cannot drive on any road or highway and not see trash that has been thrown from passing vehicles. There is no doubt that we would have this same issue, our property being defaced everyday. Having a highway so close to homes would not only devalue homes and properties, it would devalue lives as well.</p> <p>Farmers Way, a one-lane private road, has a bridge over a small creek that runs into Cedar Creek. There are times, during a heavy rain or a prolonged rain, we are unable to get across the bridge onto Fairmount Road, until the water subsides. Additional run-off from a highway is a very real concern regarding this particular situation. Another issue is gasoline and oil from the highway adding pollutants to the creek.</p> <p>Another problem that we would like to address is if the “blue” corridor is chosen...during the construction process in our immediate area, how are the ... and the ... families suppose to get to and from their homes? The highway would cross Farmers Way, the only route that they have to and from their homes. This particular situation has no doubt been addressed during the planning of the “blue” corridor; however, when this question has been posed at previous meetings, no one was able to tell us just how this problem would be resolved.</p> <p>It is one thing to look at maps and speculate on how people will be impacted; however, talking with people, listening to their concerns, seeing where the highway would be in relation to their homes is quite another thing. Homes destroyed, properties divided and devalued, noise, pollution, destruction of wildlife habitats, are just a few of the issues that we all would be confronted with.</p> <p>We fully realize that sometimes, we are called upon to make personal sacrifices for the benefit of others; however, telling us that we have to sacrifice our home, our security, our health and peace of mind so that a highway can be constructed is unconscionable. Personally, we would like to note that we are not just a little green square, as indicated on the map. We are human beings who have worked all of our lives to have a home, feel secure in our home, enjoy our surroundings and not have our home, health, security and well-being, knowingly and purposely jeopardized by our government.....a government that is supposed to protect us.</p>	<p>The Blue Alternative will convert more acres of forested land to roadway right-of-way: 17.5 acres, as compared to the 11.0 acres that will be converted by the Red Alternative. As with any road construction project, wildlife will be impacted. As noted, the project is within the home range of a known Indiana bat maternity colony. Prior to construction, an effects analysis will be completed to determine whether or not seasonal tree clearing will represent an adverse affect to the species. If season clearing is not possible (due to the results of the effects analysis or construction schedule), the following alternatives are available: 1) avoid impacts to forested habitats, 2) enter into formal consultation with USFWS, 3) enter into a conservation Memorandum of Agreement to account for adverse affects as appropriate. A Biological Assessment and effects analysis will also be completed for the federally threatened and endangered gray bat and running buffalo clover to determine what, if any, impact the project will have on these species.</p> <p>A traffic noise assessment was conducted as part of the Environmental Assessment. Monitoring was conducted to determine existing noise levels, and that data input into computer models to predict what future noise levels would be in the area for each Build Alternative (as well as the No-Build Alternative). No direct noise impacts were predicted for either Build Alternative as a result of the project. All sites modeled were determined to be within the Noise Abatement Criteria (NAC) for residential properties (67 decibels (dBA)). In addition, neither Build Alternative will "substantially exceed" (defined as an increase of 10 dBA or greater) existing noise levels.</p> <p>New pollutants entering the stream is a project impact; all roadway construction project include short and long-term impacts to water quality. These impacts will be minimized during the construction process by strict adherence to the Best Management Practices (BMP) required by the Kentucky Transportation Cabinet's (KYTC) Standard Specifications for Road and Bridge Construction (2008) as well BMPs for erosion and sedimentation developed by the Federal Highway Administration (1995). An Erosion Control Plan will be developed and approved by the KYTC Division of Environmental Analysis prior to construction and Notice of Intent for coverage under a Kentucky Pollutant Discharge Elimination System (KPDES) general permit will be filed with the Kentucky Division of Water. The KPDES permit will also require adherence to BMPs designed to minimize pollution and protect groundwater.</p> <p>Access to individual properties will be determined in Phase 2 design.</p>
28	Red	The blue line puts the road to close to my house and 5 other houses in my area!	Blue line takes out to many trees and wild life habitat. The red line is wide open fields in our area. Thank you	Thank you for your comments.
29	Red	Fewer homes & beautiful trees would be effected by the Red Road Alignment.	<p>Eleven years ago when we found and purchased our property we thought we were the luckiest people in Jefferson County. We had the "best of both worlds". By this I mean we felt like we were in a rural area yet all the amenities of shopping, schools, businesses and such were right around the corner.</p> <p>The wild life in this area is tremendous simply because the animals are running out of land as their natural habitat is dwindling.</p> <p>Several years ago, when we first heard about this road proposal we were devastated!! Thorough the years we have accepted the fact that that day is coming. Our hope is that the road will go behind our house (The Red Alignment) and not in the front of our home and through my dear inlaws home. We love our "community"back here on Farmers Way and would love to see it continue as we know it. Please consider our wishes.</p>	Thank you for your comments.
30	with reservations	Eastern Start of Road (both red & blue) divide my homestead	<p>I own the 50+ acres adjoining the Kaufman/Dogwood homes development at the east end of the Phase III Cooper Chapel Extension. This Property has been in my family for 54+ years.</p> <p>At the previous meeting (Sept 04 &amp; Aug 09) the maps preserved for comment showed both the blue &amp; red alignment further to the south of my property and mostly along the southern property line adjoining the Yancey Farm.</p> <p>It was quite a shock when viewing the Oct. 2010 maps that showed the common alignment (yellow) start at the east end of my property relocating the road hundreds of feet north of the original start which in turn puts the new road at the center of my property to the east and proceeding thru my 50 acres dividing a large section away from my homestead.</p> <p>I feel I should have been informed of this decision before the Oct. 2010 meeting or at least had some input due to the drastic changes the new road will have on my privacy and land use both now and in the future.</p> <p>I understand the need for the Cooper Chapel Ext. but would hope that it could be located at a more common sense route along the property lines as was in the original studies. I believe the maps for the environmental assessment also uses the '04 maps.</p> <p>Routing along the property lines would be a lot less intrusive on myself and my family.</p> <p>Thank you for your time.</p>	<p>Thank you for your comments, they will be considered by the design team.</p> <p>The display boards shown at the August 2009 &amp; the October 2010 meetings both showed the alignments in their current position. The alignment change was made between the September 2004 and August 2009 meetings.</p> <p>The alignments were changed based on consideration for the adjacent development. However, the required taking (acreage) on the Robbins tract, while shifting, did not change significantly; however, the shift in division line was discussed in detail. The following comments, are taken from the 10/6/08 project team meeting:</p> <p><i>"The tract immediately west of the subdivision (...) is currently zoned R4. The tract would be bisected, as opposed to a division of the southern edge of the tract. From a remainder standpoint, bisecting the property may be more advantageous if the property is ever developed. Property would be available on either side of the new corridor and no uneconomic remnants would be created.</i></p> <p><i>With respect to farming, or the property remaining undeveloped, more damages would be realized with the new proposal, since two independent tracts would be created. Obviously these are both subjective opinions."</i></p>

Comment Number	Red/Blue/Neither	Why?	Comment	Response
31	Red		<p>This is our second letter in opposition to the blue alternative road on the above stated road project. The first letter was turned in at the October 12th public meeting. Some of the issues we have listed are the same as the first letter, but we have repeated them, as they are very important personal issues that need to be specifically addressed if the blue corridor is chosen. The others are new, as we continue to get our heads around the reality of a road being in our back yard.</p> <p>Our family resides at ... . In 1996, we subdivided a 13 acre tract with another family, in which they built a home at the front of the property on Fairmount Road, while we chose to build our home approximately 1300 feet away from the road on the back of the 13 acres. We did this purposely so we could enjoy the peace and quiet of rural living. We can literally sit on our front porch and not see a car pass by. We can only hear the birds, the frogs in our pond, and an occasional coyote. We built our home with hopes this would be the home that we would raise our children, play with our grandchildren, and live happily through our retirement years. Life has been sweet here.</p> <p>The harsh reality is that our dream is being disrupted by the proposed Cooper Chapel Road Extension. If the county decides to build the blue road, about one-half of our property will be taken in both right-of-way and easements. We will no longer enjoy the peace and quiet; we will look out our back windows at a three-lane 'highway' just a few yards from our home. As you can imagine, our concerns are many. We would like you to consider these concerns when you are deciding the placement of this road:</p> <ul style="list-style-type: none"><li>. We have a pond on the rear of our property that will be covered up with asphalt for the blue road. We do not want to lose our only pond. We dream of our grandchildren fishing that pond just as our children did.</li><li>. The only mature trees on our property are at the rear of our property. Every one of them will be taken out to build the road. How do you replace 100+ year old trees?</li><li>. The elevation at the rear of our property where the road will be is much higher than the elevation of our home. We are very concerned with this road sitting much higher than the ground level of our house. We are concerned that since water runs downhill, this will create water runoff in the direction of our house. We are also concerned that the noise level of the traffic will be amplified since it is higher than our house.</li><li>. The visual impact to our home will be devastating. We now look out and see rolling country, mature trees, abundant wildlife, and green grass. The blue road will rob us of this country setting and replace our view shed with asphalt roads, whizzing cars, concrete medians, and unwanted daily trash clean up. We will request the county provide us with some type of natural buffer (berms and mature trees?) from the garish view we will have to endure.</li><li>. There are numerous sink holes on our property, including many in the proposed ROW and easement areas of the blue road. This property was initially on the market for a long time because potential buyers were concerned with the sink holes. We had to find a specific location for the construction of the house to avoid being too close to a sink hole. Now, with the construction of the blue road, we are concerned that these sink holes will be disturbed, new sink holes will form, and the potential harm to the foundation of our house could be detrimental to the structural integrity of our home.</li><li>. Our driveway crosses a tributary creek to make access to our home. We have grown accustomed to not being able to cross the creek when a fast, hard rain comes. However, since this usually only happens during the spring, we have learned to live with this. Now, we are concerned that the additional run-off from the close proximity of the blue road will cause this stream to constantly overflow, therefore restricting access to our home on a regular basis.</li><li>. We are concerned with the safety and security issues of how close the road will be to our home and our detached garage. We feel having walking, bicycling, and vehicular traffic so close to our house, we will have tremendous potential for unwanted trespassing, security issues with our farm equipment that is left outdoors and people using our driveway as an entry and exit to the walking and bicycle paths, etc. There is probably no way to fully anticipate the personal intrusions we will be up against.</li><li>. The blue road will create a barrier between our family and ... , whom live on ... directly behind us. They are an aging retired couple and have no children or grandchildren to depend on in their aging years. We are their designated power-of-attorney and the executor of their estate. Building the blue road will place an extreme barrier between our properties and make it very difficult to get to them in a time of need. Both the blue and red roads will adversely affect their property, but they much prefer the red alignment, as they realize that the blue road will cut them off from the security of the proximity to us that they depend on and will need in future years.</li><li>. The Indiana bats have called this area home long before we built our home. Since we are in the middle, between two sets of heavily forested areas, we have enjoyed the benefits (they consume lots of mosquitoes) of the bats that we see very frequently during the summer months. We did not know they were on the endangered species list until the road issue came up, and now realize that taking out these woods would disturb their summer materniv patterns. If they are endangered and protected, they should be protected by all government agencies woods should not be disturbed.</li><li>. We are concerned with how we will access the blue road. There is much irony in this situation: we are unsure of how we will make access to the blue road, even though it will literally be in our backyard. Understandably, we do not want to extend our driveway back to the road, as this will open up our driveway for vehicular traffic, along with the pedestrians and bicyclers, to use our driveway as a cut-through from Fairmount Road to Cooper Chapel (we already fear this happening without an extended driveway, but a paved road will truly tempt people to cut through). Also, it is our understanding that the existing one-lane bridge on Fairmount Road will be permanently closed when the new road is built, therefore we will only be able to turn right out of our driveway to get anywhere. We identified no local access roads on the maps at the October 12th public meeting; therefore, it appears we will have to drive out to Bardstown Road to access a road that is sitting in our back yard. So, in short, the road that we sacrificed our property rights for has restricted and confined us in our own ability to get to our daily destinations.</li><li>. We feel we are now being 'held hostage' by this road for the next handful of years, as now we can not consider selling our property so we can move to another rural area, as we will have to disclose to potential buyers that there is going to be a road in our back yard, which will diminish our marketability and current property value dramatically.</li></ul> <p>We appreciate having a forum to deliver our concerns to, and hope that they will be taken seriously, as this is a very serious matter in our lives. We would appreciate being directly contacted</p>	<p>Thank you for your comments, they are very well presented and will be considered by the design team.</p> <p>The PDT will design a drainage system for the proposed condition that does not significantly change the quality or quantity of flow as compared to the existing condition.</p> <p>A traffic noise assessment was conducted as part of the Environmental Assessment. Monitoring was conducted to determine existing noise levels, and that data input into computer models to predict what future noise levels would be in the area for each Build Alternative (as well as the No-Build Alternative). No direct noise impacts were predicted for either Build Alternative as a result of the project. All sites modeled were determined to be within the Noise Abatement Criteria (NAC) for residential properties (67 decibels (dBA)). In addition, neither Build Alternative will "substantially exceed" (defined as an increase of 10 dBA or greater) existing noise levels.</p> <p>As with any road construction project, wildlife will be impacted. As noted, the project is within the home range of a known Indiana bat maternity colony. Prior to construction, an effects analysis will be completed to determine whether or not seasonal tree clearing will represent an adverse affect to the species. If seasonal clearing is not possible (due to the results of the effects analysis or construction schedule), the following alternatives are available: 1) avoid impacts to forested habitats, 2) enter into formal consultation with USFWS, 3) enter into a conservation Memorandum of Agreement to account for adverse affects as appropriate. A Biological Assessment and effects analysis will also be completed for the federally threatened and endangered gray bat and running buffalo clover to determine what, if any, impact the project will have on these species.</p> <p>Access will be determined in the Phase 2 or final design phase of the project, currently there are access points spaced approximately 1200' apart with major access points being located at the intersection of the proposed road with Cedar Creek Rd. and Old Bardstown Rd.</p>
32		Prefer the original drawings	<p>I'm very concerned with the current alignment of the red and blue lines. This revision greatly affect's my property. (Bring's closer to my property line)</p> <p>What concerns me the most is the revision was done without notification to affected property owner's. My brother ... is majorily affected. You will be taking and dividing the most usable portion of his farm. (He should have been notified <u>by mail</u>) I am one of the people who called and compained about the 2009 meeting. Evidently the developer who is giving right of way from Old Bardstown Road to my brother's property had an impact on moving both lines off the property line and lining up to match his evenly divided development. The 2010 meeting was advertised and affected homeowner's were notified by mail as the 2009 should have been.</p> <p>My quality of life will be greatly affected by this new alignment. The peace and quiet that I have now will be gone. I'm concerned about the noise factor and the impact to the environment.</p>	See Comment # 30 for information on the changing of alignments.

Comment Number	Red/Blue/Neither	Why?	Comment	Response
33	Red		<p>Dear Mrs. Wright,</p> <p>Attached is a letter from our neighborhood coalition that details the many issues we have about the Cooper Chapel Extension, specifically opposing the blue road placement. We are also mailing the original to your office today, so that you can have the original signature page. In addition to the attached letter, we would like to respectfully suggest that future deadlines for responses not be during an election campaign period; for we have to assume this is the reason that we have been unsuccessful in getting any responses from either our council person, Robin Engel, or our state representative, Kevin Bratcher. However, we very much appreciate your responsiveness and concern for our situation.</p> <p>Dear Mrs. Wright,</p> <p>This letter is our second letter in a united opposition to the blue road for the above names county road project. We, the surrounding property owners, have a number of new concerns since we attended and turned in our first letter at the October 12, 2010 community meeting. We are requesting the decision makers to postpone the decision of the placement of the road until the3se concerns can be adequately addressed:</p> <p>1. According to the July 28, 2010 Environmental Assessment (EA) for this road, the blue line takes out almost double the forested acreage than the red line. Therefore, the endangered Indiana bat habitat is doubly threatened. In our research about these bats, we have learned that these bats receive protection under the Endangered Species Act of 1966, but their numbers are still decreasing steadily. Violations of the Endangered Species Act can result in a maximum penalty of a \$100,000 fine and a year in prison – which should apply to local government agencies as well as the private sector. Therefore, we feel the disruption of their summer habitat should be considered illegal for ANY entity that disrupts their habitat. The county should make this an absolute priority when deciding the placement of this road. The EA also states on page 23 that ‘All resources should be utilized to minimize impacts to habitats conducive to threatened and endangered species’. Our definition of ‘all resources’ means ‘100% effort’ to not further threaten the already endangered Indiana bats, therefore avoiding all forested areas in building the Cooper Chapel Extension Corridor.</p> <p>2. We, as a combined effort to fight the blue road, also take issue with a notation on page 12 of the EA in regard to the September 2002 public meeting. The EA states that in 2002, 32 people favored the blue road, while 22 favored the red road. This statistic is very outdated, as since 2002, there have been several new homes built adjoining the blue line, therefore, changing the numbers of people that it directly affects. This statistic should not be in the report, and current demographics should prevail.</p> <p>3. Since vehicle speed is an important concern for this corridor, we believe the blue line will encourage speeding, due to how straight it is, therefore increasing safety issues in the area. This will be dangerous for vehicular traffic, pedestrians using the sidewalks and the bicyclists on the bike paths. In contrast, the red line is .3 miles shorter than the blue line, and has a more curvilinear placement, which would serve as a natural speed control and would help maintain the ‘parkway or boulevard appearance’ that, in addition to curtailing speeding, would help maintain some of the rural character that we are so hoping to preserve. The engineers at the October public meeting agreed with this concern, and stated that this issue was an important one that needed to be addressed by the residents that are in opposition to the blue line.</p> <p>4. The EA stated that there were no direct noise impacts predicted. How in the world can this be accurate? The only sounds we hear now are the birds, crickets, and the far off barking of neighbors’ dogs. The location of the blue road to our collective homes will be close enough that we will be able to hear the daily traffic noises, car radios, tires squealing, and in some instances (... family), a house will be so close to the road, we will be able to hear specific conversations. If the blue road is chosen, we will ask for sound barriers to be installed for the areas that have homes adjacent to the road.</p> <p>5. The EA also states on their chart on page 11, that each road will impact four home relocations. However, their map on page three conflicts with the chart. It clearly shows:</p> <p>a. Blue road:</p> <p>i. Five homes impacted on the portions of the road where the blue and red lines are virtually the same.</p> <p>ii. Two additional homes impacted on the portion of the blue road that is north of the red road.</p> <p>iii. For a total of seven homes directly affected to the extent the road will require relocation of those families.</p> <p>b. Red road:</p> <p>i. Five homes on the portions of the road where the blue and red lines are virtually the same.</p> <p>ii. Zero additional homes on the portion of the red road that is south of the blue road.</p>	<p>The numbers correspond to the list in the letter:</p> <p>1. The project area is within the known range of an Indiana bat maternity colony, subsequently, presence of the federally-listed endangered species is assumed in the area. The Endangered Species Act (ESA) does apply to government agencies, and coordination with the USFWS has, and will continue, to occur to ensure that the project is in compliance with the ESA. A complete effects analysis will be conducted to determine the impact seasonal tree clearing will have on the species. If season clearing is not possible (due to the results of the effects analysis or construction schedule), the following alternatives are available: 1) avoid impacts to forested habitats, 2) enter into formal consultation with USFWS, 3) enter into a conservation Memorandum of Agreement to account for adverse affects as appropriate. Prior to construction, a Biological Assessment and effects analysis will be completed for two other federally-listed endangered species for which marginal to poor habitat is present in the corridor (gray bat and running buffalo clover). This assessment will determine what, if any, impact the project will have on these species as well as list any necessary minimization/mitigation measures for the species. In addition, adherence to BMPs required by KYTC's Standard Specifications for Road and Bridge Projects (2008), FHWA (1995), the project's KPDES permit, and the project-specific Erosion Control Plan that must be approved by KYTC's Division of Environmental Analysis prior to construction, will minimize impacts to Cedar Creek, which potentially serves as foraging habitat for Indiana and gray bats.</p> <p>2. Your comments and concerns will be considered.</p> <p>3. Your comments and concerns will be considered.</p> <p>4. While construction of the new road will increase noise in the area by bringing traffic closer to homes, the Environmental Assessment is accurate in stating that no direct traffic noise impacts are predicted for the project. According to the FHWA Policy, Procedures for Abatement of Highway Traffic Noise and Construction Noise, contained in 23 CFR 772, traffic noise impacts occur when the predicted traffic noise levels approach (are within 1 dBA) or exceed the Noise Abatement Criteria (NAC). The policy states traffic noise impacts also occur when the predicted traffic noise levels for the build scenario substantially exceed existing noise levels (increase beyond existing levels by 10 dBA or more). The FHWA exterior NAC for institutional and residential facilities is 67 dBA. The KYTC “Noise Abatement Policy” (KYTC 2000) incorporates FHWA procedures and Noise Abatement Criteria contained in 23 CFR 772. KYTC policy also includes, among others, the following definitions and criteria:</p> <ul style="list-style-type: none"><li>• A “noise increase” is defined as the difference in noise levels between the “Build and “No-Build” alternatives in the design year.</li><li>• A project does not “appreciably alter” future noise levels if the noise increase is not greater than 3 dBA.</li><li>• Noise barrier construction will generally not be considered feasible along existing roadways where the proposed project does not appreciably alter future noise levels.</li><li>• KYTC will consider noise abatement measures as appropriate if the noise level predicted for the design year approaches (within 1 dBA) or exceeds the NAC for the land use category affected; and/or the noise level increase predicted for the design year is 10 dBA or more greater than the measured existing noise level (a substantial exceedance).</li></ul> <p>Traffic noise monitoring conducted in March 2009 was utilized to determine existing noise levels, and the data collected was input into computer models to predict future noise levels for both Build Alternatives, as well as the No-Build Alternative. The model predicted that future noise levels would be within the residential NAC of 67 dBA,</p>



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			<p>iii. For a total of five homes directly affected to the extent the road will require relocation of those families.</p> <p>c. Therefore, the blue line placement will adversely affect two additional households than the red road placement.</p> <p>6. Many of the residents l the area of the blue road have found arrowheads on their property. According to stories that date back for years and have passed through generations, the American Indian lived on this land. This fact is even documented in the book Fern Creek Lore &amp; Legacy 200 Years, which states that Indian attacks made it dangerous for settlers in this area in the 1770's. There is another, long-standing lore that there is an American Indian burial site around the area of Farmers Lane. If the blue road is approved, we will adamantly want this area thoroughly investigated for any potential Indian burial sites.</p> <p>7. There are many sink holes throughout this area, with a concentrated number in all of our properties. Many of us had to choose our home site placement around existing sink holes. We are all concerned that the actual construction of the road, thus the filling in of some of these sink holes, will cause the ground water to divert and cause other sink holes to form, therefore, compromising the foundations of our homes. If the blue road is approved, we will also be adamant that the engineering process will insure us that our homes' foundations will not be compromised.</p> <p>8. We realize that the placement of the blue road would be beneficial to the Rush family's large tract for future development. However, we feel this should have no bearing on the decision makers, as the Rush family will have another opportunity to develop their land when the North/South corridor is built, as the proposed placement of this road also comes through this property.</p> <p>9. We also realize that one of the long-term visions of this road is to connect the area's residents to the park system. If this is the case with this road, the red road has closer proximity to Floyds Fork than the blue road.</p> <p>10. For the residents on the north side of the blue road, we all have to cross a substantial creek to get to our homes. When we get heavy rains, this creek can, and has, obstructed our ingress and egress to and from our homes. We are concerned that the placement of the blue road will create additional hard surface run-off which will need to handle. This increase will substantially affect our ability to get in and out of our driveways. If the blue road is chosen, we will request additional engineering to divert any additional water from getting to this creek.</p> <p>11. Is the Cooper Chapel Road Phase II Roadway Project part of the Scenic Corridor Regulations Designation? This is very important to the current residents of the area, as the Scenic Corridor Regulations will at least help in preserving and protecting our natural landscape and scenic views; therefore, somewhat maintaining the character of the area. Page nine of the Environmental Assessment states 'due to Louisville Metro Public Works' current budgetary climate, with limited funds available for maintenance, the City's current guidance is that no landscaped medians may be designed'. This seems to be in total contradiction to the Scenic Corridor Regulations.</p> <p>12. Page 12 of the Environmental Study states that factors contributing to the selection of the road were each alternative's ability to provide the best outcome for the following list of concerns. We request the county disclose to the residents how each of these issues compare and contrast for each road alternative:</p> <p>a. Adequate capacity</p> <p>b. Improved safety</p> <p>c. How many properties would be affected</p> <p>d. How many homes would be affected</p> <p>e. Length of the alternative</p> <p>f. Use of the existing roadways</p> <p>g. Length of the new roadway</p> <p>h. Estimated cost</p> <p>In closing, we ask the persons responsible for making the decision of which alternative road to build, to give significant attention and consideration to our issues, concerns, and questions, as this decision has enormous impact on our futures. These are the homes where we are raising our families, where we come home to at the end of the day to find solace and tranquility. We need to feel 'heard'. Meanwhile, we will continue to organize and strength our coalition, including identifying what our options are in protecting rights and ensuring a successful outcome. Attached is the sign-in sheet of the households that were able to attend our last opposition to the blue road community meeting and the individual households this letter represents.</p> <p>There are other families that were unable to attend, but they are represented on our first letter that we turned in at the public meeting.</p> <p>Again, thank you for your time and consideration in this most important matter.</p>	<p>and that no "substantial exceedences" (an increase of 10 dBA or greater over existing traffic noise levels) would occur as a result of either Build Alternative. Because noise levels will be within the residential NAC, and no substantial exceedences were predicted, noise abatement options have not been considered for the project.</p> <p>5. Please see Comment # 16 for information regarding a comparison between the Red and Blue alignments.</p> <p>6. A Phase 1 archaeological survey has not yet been completed for the project, but it will be conducted after a preferred alignment is selected, prior to the completion of the Finding of No Significant Impact and will include coordination (and ultimately concurrence) with SHPO to determine what, if any, impact the project will have on NRHP listed or eligible archaeological sites. Native American Coordination will be conducted after completion of the Phase I archaeological survey to enable Native American tribes with an interest in archaeological sites and findings to comment on the project. A review of archaeological site files at the Office of State Archaeology in 2005 and 2009 revealed no known archaeological sites to be present within 500 feet of the proposed project alternatives. A cultural historic assessment has been completed for the project, and the SHPO concurred with the assessment's determination that no sites listed on or eligible for listing on the NRHP are present in the corridor, thus, the project will have no impact on cultural historic properties.</p> <p>7. Your comments and concerns will be considered.</p> <p>8. Your comments and concerns will be considered.</p> <p>9. Your comments and concerns will be considered.</p> <p>10. Please see Comment # 39 for information on existing drainage issues.</p> <p>11. Currently the existing Cooper Chapel Rd is not a Scenic Corridor &amp; Louisville Metro does not have plans to designate the proposed road a Scenic Corridor. At this time no berms are planned however, landscaping will adhere to KYTC and Louisville Metro guidelines.</p> <p>12. This information will be available at the end of the Phase 1 design through the Design Executive Summary.</p> <p>The project has been designed with regards to the guidelines set forth by the KYTC.</p>
34			<p>Well, I would appreciate it if they would give us some answers on when they are going to purchase our property. We have been tied up for -- how many years now? Ever since -- Nine years. Ever since this thing started. We're both retired. We really want to get out of this large property, and we cannot sell because of this. And we are really feeling stressed right now. Anything you have to say?</p> <p>Like she said, we'd like to get out of there; you know? We just remodeled. We totally finished everything, and then this comes down on us. And we were ready to sell at high market because we'd just remodeled.</p> <p>And now, with the low market -- so what are they going to do? Are they going to go back to 04 and 05, when it was high, when we had a -- basically, they're going to shaft us on this. So, you know, we're just sitting here retired, and we can't do anything; very stressful.</p>	<p>Currently the FONSI is scheduled for 2011; Phase 2 design and funding for right-of-way acquisitions has not been determined as of this time.</p>
35			<p>I was talking to the -- the proposal on the road coming through there: Cross-traffic has to stop; the through traffic doesn't. And they said that they was going to put more curves in it to slow the traffic down to keep from speeding.</p> <p>If you'll look at the map, there's enough curves right now, and the speed limit is 35, and there ain't nobody that runs under 60. So I really don't see how that's going to help. And it's coming right past my house, and there is going to be bodies all up and down that road. And I'm sure everybody knows that; anybody that's drove up and down Bardstown Road will know that.</p>	<p>Thank you for your comments.</p>

Comment Number	Red/Blue/Neither	Why?	Comment	Response
36	Red		<p>I just recently purchased a home last year and was unaware of the Cooper Chapel Road Extension when I bought my home. The home resides on a plot of land that would connect to an easement that would be associated with one of the -- one or both of the planned processes for the Cooper Chapel Road.</p> <p>This would, all of a sudden, create a – this would -- this would create a lot of congestion and traffic in a very rural area to -- to ease Gene Snyder traffic congestion, so that people would have an opportunity to get to Bardstown Road. To ease Gene Snyder traffic congestion, expand Gene Snyder, and don't create congestion in rural areas where people have their homes and their livelihoods of farms through a rural area.</p> <p>I don't know if the process can be stopped at this point. I am in favor of stopping this process. This money that -- is -- is -- that has been set aside via tax dollars should be used to expanding the Gene Snyder, and not developing rural areas where people have their homes, to alleviate traffic congestion.</p> <p>If I had to choose a proposed road extension, I would choose the -- the red option on the map that's been planned. The blue option runs between my house and my neighbor's house, behind me, and there's not enough road there to develop -- there's not enough land there to develop a – a two-lane road, where we would have increased traffic congestion, where I would have cars running through my back yard.</p> <p>And there is not enough easement there to separate my land from the road. If this -- if the project moves forward with the blue road-plan extension, the Kentucky Board of Transportation should contact me about purchasing my house, because I am not in favor of having a road run through my back yard.</p> <p>And I suspect that the other people that live in my area and in my district are not in favor of having their land spliced up so that we can accommodate road congestion from the Gene Snyder to have a road put through their property. Use the money -- use the tax-dollar money toward expanding the Gene Snyder, as opposed to developing a brand-new road.</p>	<p>Your concerns will be considered. All right-of-way acquisitions will be performed in accordance to KYTC guidance. Any justifiable loss will be eligible for compensation accordingly.</p> <p>The existing right of way you mention was dedicated as part of the Woodbridge Crossings development. Jefferson County, anticipating the need for an East/West route, required the developer to dedicate the property.</p>
37			<p>We are strictly opposed to this. We do not -- we do not need it in this area. There are seven ways to get from Bardstown Road to Preston Highway it -- of the roads that are already existing. We do not need to pay for -- have taxes pay for a new road and property.</p> <p>We do need to eli -- to eli – maybe eliminate -- the problem on Gene Snyder needs to be taken care of, but that -- if they widen that, or made the ramp different from Bardstown to get off -- exit Bardstown Road, and if our city synchronized the lights on Bardstown Road that they worked, that we wouldn't, probably, have the congestion problem.</p> <p>But right now, instead of having a -- re --building a road that we're -- they're planning on building, is not -- it -- we -- there's already seven roads there. We don't need this.</p> <p>Also, we've had -- you know, we've had accidents in our yard, because it is winding roads and hilly roads, because we are on Cedar Creek Road. That is affected by this. But they -- it -- maybe the -- right now, the police are not monitoring the speed limits. And, yes, they're speeding, but what do you think they're going to do on a straight stretch of road, and it's still not going to be monitored? Our road is not monitored now. They're going to build a road that's straight. They're going to be going 100 miles an hour; we're going to have more accidents.</p> <p>As a taxpayer, we don't need to put money into this. I pay taxes; I don't need to pay – I don't need this. Nobody needs this. There are already-existing roads. I don't know what else to say; I'm just frustrated. My husband is coming, too.</p> <p>I feel they need to just dissolve the whole thing and not build the -- the -- they -- they didn't ask us if we wanted it. They're just spending our tax money, and they didn't ask our opinion.</p> <p>They're making it a 35-mile straightaway – a 35-mile-an-hour straightaway, when they're not maintaining the speed limit on the roads that we have today, that people are going to speed on this a whole-lot faster than 35, and somebody is going to die on those roads. Just -- we just feel that -- that the road is not needed, that they could take care of the problem a different way, instead of disrupting our lifestyle.</p>	<p>Thank you for your comments. The Fern Creek Small Area plan is looking at traffic problems in the vicinity of the I-265/Bardstown Rd intersection.</p>
38			<p>Okay. As far as I'm concerned, the only thing it's going to do is increase the traffic in our area. They won't be able to control the speed, and I think the whole purpose of the thing is to open up more land for development, not to ease -- not to ease any con -- any congestion on Bardstown Road.</p> <p>I can get to Bardstown Road from my house any one of seven different ways. I don't need another one. And if they -- if they take the curves out, there will be a fatality there before the thing has been open a year; okay?</p>	<p>Thank you for your comments.</p>
39			<p>Well, since we've moved in -- I moved off Fairmount Road 16 years ago and built my home. They built Bardstown Woods and other developments along Bardstown Road, and I -- I have a branch that comes through my property.</p> <p>And every time it rains real hard, the water gets out on my property. It moves -- it's probably taken 100- to 120 foot of my property now, every time the water gets up. And I want to know what they want to do about fixing my property back like it was, because they've made these developments, and they didn't care if it flooded me or not.</p> <p>Well, that's my complaint. I want to know, still, what they -- what they can do about it. Thank you.</p>	<p>The PDT acknowledges that existing drainage issues may exist in the project area. The design intent is to design a drainage system for the proposed condition that does not significantly change the quality or quantity of flow as compared to the existing condition. Existing issues fall upon MSD responsibility.</p>

Comment Number	Red/Blue/Neither	Why?	Comment	Response
40			<p>I -- the two people I've talked to, one of the engineers and the other -- there's another gentleman over there from the transportation department. My question is: Why are they building the road, whichever route it takes? What's the purpose of it?</p> <p>Is it to -- is it to take traffic -- it looked -- to me, it's going to take traffic off the Snyder at Smyrna, and run it all the way down below Fern Creek and make a big bypass out of it off of the Snyder. And it's going to throw a whole lot of traffic onto all the secondary roads out there. And it'll commercialize that entire strip, it'll become another Preston Highway, and then it's just going to -- it's not -- there's not a traffic problem out there now. It's being made a traffic problem because they're going to build this road, and there's going to be so much development and commercialization on either side of it, then they'll turn it into another Preston. Then they'll have a traffic problem; we don't now. So why is it -- what's -- what's the purpose of spending these -- these tens-of-millions of dollars to build this thing? Who asked for it? That's it.</p>	<p>As stated in the Envirnomental Assesment, the purpose of the project is to "... increase capacity, mobility, and safety in a rapidly developing section of southeastern Louisville. The project is needed because the existing infrastructure does not adequately accommodate current and predicted traffic volumes."</p> <p>This project in not intended to divert I-265 traffic.</p>
41			<p>Okay. I'm opposed of the road being put in it at all. I think it's messing up a lot of peoples' homes and property. It's taking away of the little-bit of country that we have left here. Now we'll have to go to Indiana so you can find any country, and I just oppose of the whole thing. I've lived there 13 years and had no problem getting to work. I go to work every morning, and I think it's unnecessary. People that moved there knew that the -- how they were going to have to get to work, so I don't think we need the road.</p>	<p>The road corridor is being acquired now, so future development is built in a controlled fashion.</p>
42			<p>Okay. So this is how I was going to do it: I'm a retired, disabled veteran, and my wife is 100% disabled, and I was an engineer in the Army 24 years. Let's see: That doesn't matter. I live at ...; ZIP is 40228, and these are some of my concerns, and, at the end, I'll have some suggestions.</p> <p>When I built my house, I paid for it to be disability accessible. Never knew about the road, and I planned to retire, and I love Louisville. However, I have a lot of concerns. Hold on; let me catch up here.</p> <p>Where I live, I only -- I have the only walkout basement anywhere in that area, and nothing but high ground all around me. Cedar Creek and my cul-de-sac have direct coverts that drain through my backyard.</p> <p>My walkout basement is approximately 15 feet from that drainage. I'm very concerned when all -- when all this road goes in, it's going to affect all that drainage and/or be forced into my house. The catch ponds that currently catch the water, which I mow all the way down to, are going to then be gone, so where's the water going to go then?</p> <p>At the entrance to our subdivision, and about 200-feet down from our subdivision, on Cooper Chapel Road, it already floods, it already is a dangerous area, so what are we going to do if it's already broken? We're adding more to it.</p> <p>The first section of it, between Cooper Chapel corner and connect on Cedar Creek, on the other side, is only one mile. The distance, straight line, is approximately half a mile, so the only thing you're saving is a half a mile.</p> <p>So I already got that one. Sorry; okay.</p> <p>Already, currently, on Cooper Chapel Road, I wrecked one of my vehicles -- it was a van -- approximately a year ago. It was on Cooper Chapel, just past Bates.</p> <p>The ditches and the drainage is dug so deep that the road eroded from under it about 18 inches in, past the white line, or past the line, and then dropped. My van dropped down in the ditch, and it basically became a sled, because my tires weren't touching the ground due to how deep the ditch is.</p> <p>They put in a water line recently and did a lot of work back there. They left the fence open on the edge of Cedar Creek; it's already started to cause issues. I've lived there for four years, and since they did that, we've already had three peoples' vehicles get robbed.</p> <p>I watch cars drive right through the end of my cul-de-sac, and all up through there, people run through there. There's all kinds of trash, noise, et cetera, so I really don't see the need. We live on the out -- we live on the edge of the city; that's, kind of, how we like it. Also concerned my property values are going to go down. I'm going to be up against the edge of a road now, where I had a yard. With the road going in, and I have a -- a deck on the back and a walkout basement -- my wife is disabled, and lights, noise, and things like that, bother her extremely bad. That's why I built there. But now you're putting in the road, and all of that is going to become ten times as much.</p> <p>Also, I'd be concerned with anybody leaving the road on bad weather and having an accident. They'd basically be darn near in my back yard.</p> <p>In that area that they want to cut through, there's all kinds of animals, deer, wild berries. I've cleaned out a bunch, and a whole bunch of my neighbors, everything from tires to stoves to refrigerators; we've dragged it all out and cleaned it up. And I mow up in there, and it looks nice.</p> <p>Okay. I have suggestions on what can be done if they went with that. Take or -- take that money out, the cost savings, and apply it towards. . .</p> <p>The road collapsed; I paid for my van. Fix the drainage ditches along Cooper Chapel the same way you did on Mt. Washington Road on the south side of McNeely Lake. Put corrugated pipe, concrete, whatever; fix what's there. Fix the corner of Beulah Church Road and Cooper Chapel. There's so many close calls, you can't -- when you get on the end of Beulah Church and you look to your right up Cooper Chapel, it's so high -- the dirt is so high, you cannot see to your right; you must pull into the road to even see there.</p> <p>Going -- if you take a right up that hill, it's so overgrown and the drainage is so poor, when the leaves get there, the water stays on the road and basically makes it slick a whole-lot of the year.</p> <p>Let's see. Even last year on that end of Beulah Church Road, during one snowstorm, I saw six vehicles off the road. One of them a Louisville Police officer, one of them sanding and salting truck. So if they have problems in that area, what are the rest of us supposed to do?</p> <p>Fix the McNeely Lake Park Road; it's bad. It's got potholes, sinkholes, and parts of the road are just collapsing.</p> <p>And overall, I guess, to sum it all up, I would say just fix what we've got instead of trying to make more.</p> <p>That's about it. Sorry; thanks for listening, anyway, or thanks for typing.</p>	<p>Thank you for your comments. The widening of Beulah Church Rd. is included in the KIPDA Transporation Improvement Program (TIP), page 64. More information regarding the current TIP can be found at the following link: <a href="http://www.kipda.org/Transportation/MPO/Transportation_Improvement_Program.aspx">http://www.kipda.org/Transportation/MPO/Transportation_Improvement_Program.aspx</a></p>

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43			<p>The blue road takes about 100 -- well, it's 100 feet of right-of-way, total. And then, now I find out tonight that it -- it -- that does not include the easement that we -- it will take. I also find out tonight there is -- they're leaving me, graciously, a piece of land on the other side of the road that is also going to be an easement that -- how in the heck do I maintain that? We live in a -- a very nice, 350-, \$400,000 home.</p> <p>I'm now going to have the back yard of a subdivision, and this isn't why I moved here. I didn't bargain for this; I don't want it. I am asking for a comparative analysis of the blue road and the red road, where it will be a three-tiered analysis where the consultants would take the -- the blue road and determine how many houses are totally destroyed, how many houses are between zero and 100 feet of the road, and then how many houses are from 100 to 300 feet from the road, and put that in an analysis where we can -- everybody can see how, outside of the monetary, but we can see how many lives are affected, and which one is the -- the lesser of the two evils.</p> <p>Just in our area, there is going -- there is eight home -- nine tracts of ground, eight homes, and all eight homes will be between zero and -- and 100 feet from the house -- I mean, from the road. And -- and right, I mean, we bought the property so we could -- we could be 1,000 feet off of the road. Now I'm going to have a -- a road behind me closer than 100 feet.</p>	Thank you for your comments, please see Comment # 14 for a comparison between the Red and Blue alignments.
44			<p>I'm concerned about the traffic that this thing -- this project is going to generate on roads connecting crossways with it. We live on Beulah Church; we also connect to the Snyder Freeway.</p> <p>We cannot get out of our driveway many times now because of the traffic coming in from the developments out there, and then you're going to add hundreds of extra cars cutting through there on this new corridor. And if they can't get through on Bardstown Road, they're, obviously, going to be using in front of our driveway.</p> <p>We were told over 20 years ago they were going to widen Beulah Church to three lanes -- a safety lane, a turn lane in the middle, and two additional, wider lanes -- and nothing has ever happened, and the whole thing just disappeared. So that leaves us stuck.</p> <p>Beulah Church is an old, country road. It is not really wide enough to handle all that traffic. So you're cutting a lot of people off, and they are doing some development back in there, they're doing development back behind us, which comes down Cooper Chapel out Beulah Church, and you're cutting all those people off with the traffic this is going to generate.</p>	<p>The Fern Creek Small Area Plan identifies the need for a North-South Corridor. This may allievate some of the potential traffic increases on the surrounding roadways. More information regarding the Fern Creek Small Area Plan can be found at the following Link: <a href="http://www.louisvilleky.gov/NR/rdonlyres/261FB7C8-BA0F-4C59-9F38-470F303515C4/0/FernCreekBook_sm.pdf">http://www.louisvilleky.gov/NR/rdonlyres/261FB7C8-BA0F-4C59-9F38-470F303515C4/0/FernCreekBook_sm.pdf</a></p> <p>The concerns along Beulah Church are well founded; see Comment # 42 for information on Beulah Church Rd.</p>
45			<p>I live at ..., and my house is the house that you-all want. And I think that the -- the other road would be much better -- the blue would be better -- I mean, the red. It's red; isn't it? I -- which one is it; the red?</p> <p>The red; I got it wrong. The red would be better, because it doesn't affect the homes out here. Because the other one comes -- take -- goes through my house, it messes up all these peoples' homes out there that have gathered their -- their time, their life to build these houses.</p> <p>I'm 67 years old. I have all the privacy I want out there. I have the beautiful wildlife. I have all those trees out there that you are going to destroy. I don't want to fight you-all to get my house back. And to move my house back on this land is not what I want. I have six acres, and I love all six of them. I do not want to move my house, and I do not want my house tore down. So don't do it.</p> <p>You are -- another thing I'd like to say is: All you're doing is pitting your people against people. This meeting is not, in my opinion, a good way of doing it, because you're pitting people against each other. That -- the other blue line doesn't affect anybody. There's an open farm all the way no trees; there's nothing. You're not going to behind me. There's nothing back there. There's affect a thing by doing that, so why would you do this to all these people out here? And I'm not just not talking about myself, I'm talking about seven or eight families. You're destroying what they have, and I don't think have you that right to do that. I think it's wrong.</p> <p>That's all I've got to say, and they're probably not going to like what I said.</p>	The PDT is following the design process set forth by law (NEPA), the public hearing was held to provide the public an oppurtunity to comment on the alignments and which (if any) should be choosen.
46			<p>I live out here on five acres of property, and both these roads directly affect me. The blue road puts the road approximately 150 to 200 feet from my front porch. And just like my seven other neighbors, it runs within 100 to 300 feet from their houses; seven people.</p> <p>Now, the red road still goes in the back of my property, and -- but it puts the road 800 to 1000 feet from me and all my neighbors' property. It's a no-brainer. I just wish someone, or some of these people, would come out and actually see this in person. I want -- Mr. Engle has been out to see it; I showed it to him, and you could even ask his opinion. But -- that's my -- the point I wanted to make.</p> <p>And then -- and one more point I wanted -- wanted to make, also, was: The blue road is nothing but woods. It's -- it's mature trees from -- from me and -- and my seven neighbors from one end to the other. And you travel back to the -- 800 to 1000 feet back on the back of the property is wide-open farmland.</p> <p>It doesn't make any sense why you would want to take out peoples' houses and put this road on our doorstep, when we moved out here on property, when you could put this road back there, away from our houses.</p>	Thank you for your comments. Members of the design team have made numerous trips to the project area.